



## CLEAN UP AFTER HURRICANE



The recent hurricane spotlighted an activity of Bob Green's landscape crews when their services were pressed into use to trim and remove the many trees which fell on or near highways, victims of the strong winds. Each of these crews have specialists in tree trimming and tree removal as well as a few with experience in various kinds of tree surgery. Pictured above are some of the members of Landscape Foreman "Jeff" Johnson's crew engaged in removing a 28" oak from highway property along Route No. 29 near its intersection with Washington Avenue, Dunellen. The two men perched in the precarious positions on the tree are Joseph Jablonsky and Joseph Komives. The gentleman directing operations with his arm raised skyward is Assistant Foreman Bradley Sine. Others of this crew who assisted in the removal of the tree were Walter Guntosh, Frank Georgianni, Charles Ludwig, Mike Saldarella, John Gallino, Max Bohac, Raymond Sears and William Burd.

## Study Reactions Of Night Drivers On State Highways

### Highway Dept. Cooperates With National Academy Of Sciences in Gathering Data

A five-mile section of the White Horse Pike, State Route 43, near Absecon, New Jersey, recently served as a laboratory for obtaining data regarding the value of lighting rural highways.

The Electrical Division of the New Jersey State Highway Department and personnel of the Public Roads Administration conducted a series of tests during Labor Day week-end to compare the driving habits and nervous tension of motorists on lighted and unlighted highways. These studies are part of a program being sponsored by the Committee on Highway Lighting Research of the Highway Research Board, National Academy of Sciences, of which James L. Hays, Chief of the Electrical Division, is a member.

### Use Special Equipment

Through the courtesy of the Atlantic City Electric Company, the lights on 2.5 miles of a five-mile section were placed in operation from August 30 through September 6 so that the studies could be conducted under actual highway and traffic conditions.

The tests consisted of two separate yet related studies. During the one study, the speed, transverse position on the highway, and

(Continued on Page 2)

## SGT ALLEN WILSON KILLED IN FRANCE

It is with deepest regret that we learn of the death of S/Sgt. Allen A. Wilson, son of Silas W. Wilson of Foreman Sydney Webster's Maintenance crew.

Sgt. Wilson who was killed in action in France on July 24th was a graduate of Hamburg High School. Before entering service on April 4th, 1941, he had been employed as a mechanic in the Bloomingdale garage.

Prior to going overseas, Sgt. Wilson had received training at Fort Jackson, S. C., Camp Forrest, Tenn., and Camp La Grange, Ariz. He was a member of the 8th Division.

To his parents, Silas W. and Margaret Wilson, THE HIGHWAY extends sincerest sympathies on behalf of the employees everywhere.

## Suggestion Box Has Evaluated 230 Ideas to Date

Since its inception some 18 months ago, the Suggestion System of the State Highway Department has carefully evaluated some 230 different suggestions covering a wide range of subjects, each submitted with the idea of improving the efficiency of the Department. Of this number, 43 have been accepted to date.

Comparison with the results obtained by similar systems in private industry shows that the 17% record of acceptance is a most commendable one, especially in view of the fact that the work of this Department and the length of time it has devoted to special operations makes it extremely difficult to find ways of suggesting improvement.

A tabulation of the total suggestions reveals that they have come from men in all types of positions in each of the divisions of the Highway Department, with especial emphasis on Maintenance, Survey and Plans, and the Bridge Division.

### Plan War Bond Award

In recognition of the value of the Suggestion System to the Highway Department, the Ten Year Club recently decided to present the individual submitting the most outstanding suggestion with a \$25.00 War Bond. The presentation will be made at the annual dinner on November 14th. The manner of arriving at the eventual winner will rest solely with the Ten Year Club, and they have made it clear that membership in that organization is not necessary for consideration of award.

It is understood at this time that further awards will be made by Commissioner Miller in the form of Certificates of Merit at the annual Christmas party.

### Successful Contributors

From time to time in the past the names of contributors of accepted suggestions have been published. However, in view of the future policy of THE HIGHWAY to publish a list of successful suggestions each month, it was felt that in fairness to those whose names have not been published the complete list of such contributors should appear at this time. The following list includes the names of all suggesters whose suggestions have been accepted to date: A. J. Hall, Ward W. Dean, Aaron Haenel, Frank J. Spagnola, Maurice Salamandra, Robert G. Martin, Julius J. Newmark (2), Rudolph Vogel, Jr. (2), Fred Hoeger, Ten Year Club, Daniel Fitzhenry, R. A. Snyder, George A. Hefferman

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# PARKWAY CONSTRUCTION URGED IN ANNUAL HIGHWAY REPORT

## Volume Features Generous Use Of Charts and Graphs

Of the making of reports there is no end. Yet it is the fate of too many reports — even annual reports — that they are filed away for future reference of historians or research workers.

A year ago an innovation was launched in the Highway Department — a condensation of the annual report was compiled and attractively published for the layman; it was immediately heralded as a new and significant departure in report making. For the first time the record of the department of the year became interesting reading — so interesting that requests for additional copies were received.

This year another such report has been issued with pictures, charts and graphs to enlighten the reader about the work of one of the great departments of the State's business. It is even more interesting reading than last year's report; it is a tribute to the diligent and intelligent labors of the staff who have worked to make this an interesting record of accomplishment.

The report this year should enable the reader, whether a governmental official or a member of the lay public, to understand better the work of this Department charged with the duty of the construction and maintenance of the bridges and highways throughout the state. It should, in the second place, enable the general public to estimate the place which highways play in the development of the economy of the State. Public highways all are to be considered not as a public expenditure, but rather as a public investment for the development of a vital public utility.

Finally, the report focuses attention upon the necessity of adequate parkway legislation to round out the highway program for the future. New Jersey highways have deservedly won high praise for both their design and construction in the past. It is important that New Jersey should continue to keep in the vanguard in the development of parkways and freeways.

It is hoped that each member of the department will read this record of accomplishment and of future plans; it will give a new sense of pride in the department and a new urge to greater public service.

SPENCER MILLER, Jr.,  
State Highway Commissioner.

## Harness Racing Provides Thrills For Duncan

the most out of his horses and to a man they predict that he would go far should he ever decide to devote full time to his present hobby.

Duncan, in his capacity of Maintenance Foreman, has charge of Route 44, Westville to Salem; Route 45, Woodstown to Gloucester and Collingswood; Route 48, from Pennsgrove to Corson's Landing Road; and Route 51, from the Bridgeport Ferry to the Woodbury-Swedesboro Road. He succeeded his father-in-law, Cooper C. Thompson, as foreman upon the latter's retirement some years ago, and today this retired Highwayman remains Wilmer's most enthusiastic follower in the harness racing field.

The Ten Year Club has set Tuesday, Nov. 14, for the date of their annual dinner and service awards.

This year's affair will be further highlighted by the presentation of a \$25.00 War Bond to the person who has submitted the most outstanding suggestion in the opinion of the officers of that organization.

Now would be a good time to mark your calendar so you will be on hand.

At a race meeting held on August 12th, he had the pleasure of driving three winners under the wire, while on August 26th—in much faster company—he again held the reins over first and second place horses.

Oldtimers who have watched this Highwayman in action are greatly impressed with the firm, quiet manner in which he seems to get

## Highwayman Helps Bag 71 Germans in Chance Meeting

Pfc. William W. Goodwin, formerly of the Flemington office, writes a letter about 12 men, 3 jeeps and a batch of German prisoners that will rank high in the experiences of Highwaymen in the present war. It all happened in the invasion of southern France when Bill, a member of General Patch's 7th Army, sought to establish an artillery observation post on top of a high hill. He writes as follows:

"Under a new censorship ruling we are now allowed to tell of our combat experiences, so here goes with my most recent, and I might say the most outstanding since ar-



WILLIAM GOODWIN

riving overseas. It may sound unbelievable but every word is the truth.

"Shortly after we invaded southern France our survey party was called out to do some routine jobs. Our first destination was the top of a fairly high mountain which overlooked a beautiful city. The winding road to the top of this mountain had been shelled and dive bombed the day before so we proceeded with utmost caution, three jeeps and twelve men.

"As we neared our destination we rounded a blind curve and came face to face with a German colonel and two other officers, on foot and well armed. As long as I live I'll never know what made them throw up their hands, but that is what happened, and thank goodness they did.

### Take Entire Company Prisoner

"One of the officers could speak a little English and through him we learned that the remainder of the colonel's outfit, 67 men and 4 officers, were further up the hill. While we held the colonel and one of the officers as hostages, two of our party, a 2nd lieutenant and an enlisted man, took the English speaking German back up the hill to demand the surrender of the rest of the troops.

"It wasn't long before they returned with the entire company, hands raised in surrender, 71 in all. From here they were marched to the nearest prisoner cage and turned over to the proper authorities.

"I've gotten somewhat ahead of my story, however. It seems that in rounding the curve going up the mountain our jeeps made so much noise that when we came upon the German officers they mistook us for the advance guard of a much larger column. In fact the Germans' first question was, 'You are American infantry aren't you?' You can imagine their consterna-

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# THE HIGHWAY

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## WINTER MOTORING SAFETY

Within the next few months the frosty hand of winter will grip the Garden State. Soon chill winds will bring snow and ice, and the lush summer fields will be covered with a blanket of white. Already the winter safety control forces of the State Highway Department are preparing against the day when our highways will be drifted deep in snow and covered with ice.

Equipment of all types has been stored at advantageous locations, ready to spring into action at the first signs of approaching storm, over 150 miles of snow fence is being erected, while sand and cinder piles have been restocked and plows reconitioned. Men, long experienced in battling winter elements, are once more ready to see that New Jersey highways remain passable.

One operation that has assumed a more important role with the passing years is the spreading of abrasives on icy roadways. This safety measure is not necessarily related to snowfall. In many instances the greatest amounts of ice have occurred during years when the snowfall was relatively light. A typical case illustrating this fact is the year of 1943, when \$254,000 was spent on snow removal, while \$352,000 was spent in controlling icy conditions on these same roads.

The experience of recent years has shown that ice is a greater hazard to motoring safety than snow, that its control is equally imperative. That is why Highwaymen patrol our roads, night and day, throughout the winter, ever on the alert for treacherous sections where death may await the unsuspecting motorist.

The public will perhaps always think of the glamorous side of winter safety control, of powerful rotaries throwing huge columns of powdered snow high into the air, or mighty plows bucking deep drifts. But if the whole story could be known, the little cinder spreader would come in for a larger amount of the credit for New Jersey's outstanding safety record.

## Night Driving Tests

(Continued from Page 1)

the distances to other vehicles traveling in the same and opposing directions were recorded for each vehicle as it passed a point on the unlighted section of the highway and again as it passed a point on the lighted section. By employing special electrical equipment developed and constructed by the Public Roads Administration, this information was automatically recorded, unknown to the drivers, for all vehicles during both light and heavy traffic volumes for several hours in the daytime and at night on September 1 through September 4 (Labor Day). The equipment used included small detectors which were placed across the surface of the highway at each study location and a station wagon containing the speedometers and recording apparatus which was located well off the highway.

### All Data Recorded

The road detectors consisted of two small rubber tubes 24 feet apart and a placement detector half an inch high and 2 inches wide with separate contacts each foot across the 3-lane concrete surface and 8-foot bituminous shoulder. Each of the rubber tubes was in 3 sections, each section being connected to a separate pneumatic switch so that separate electrical impulses were received for each traffic lane as a vehicle crossed the first detector and again as the vehicle crossed the second detector. These electrical impulses started and stopped one of three speedometers which automatically recorded the speed of the vehicle on the proper graphic time recorder depending on the traffic lane in which the vehicle was traveling. Three speedometers and three graphic recorders were used for this operation so that the speeds of all vehicles on the 3-lane highway could be obtained. The transverse position of each vehicle on the highway was recorded on the nearest one-half foot on two other gra-

phic time recorders making a total of five 20-pen instruments coupled together in one truck at each of the two study locations to obtain complete traffic data.

By analyzing the records, it will be possible to compare driver behavior at night on the lighted and unlighted sections with the normal daytime driving for such characteristics as:

1. Travel speed.
2. Position on the highway at different speeds.
3. Clearance between meeting vehicles traveling at various speeds.
4. Transverse and longitudinal spacings between vehicles at different traffic volumes and speeds.

The second phase of these studies consisted of obtaining data regarding the nervous tension of drivers and passengers while traveling over the highway in the daytime, at night on the unlighted highway, and at night on the lighted highway. A car equipped with a number of special recording devices was used for the first time during these studies. It appeared to be a normal five-passenger sedan to the test drivers and passengers but in back of the front seat were located the devices used to record the readings of a number of well concealed instruments for obtaining the nervous tension of the driver and a passenger in the front seat. Included in the recordings was such information as the movement of the steering wheel, the pressure or grip of the driver on the steering wheel, the movement of the accelerator, the speed of the vehicle, the pressure of the driver and passenger on the back of the front seat, and the change in the pressure which the passenger exerted on a small rubber bulb that he held in his right hand.

A total of 39 round trips or test runs were made during daylight and darkness over the five-mile test section by drivers and passengers from Absecon, New Jersey.

## Highway Honor Roll



### Maintenance

Davey, John ..... Army

## News from Our Men In the Service

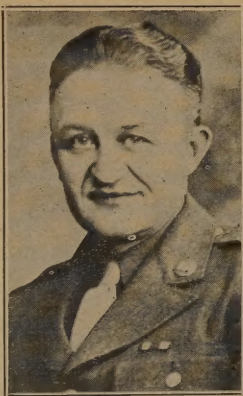
Lt. Col. Valentine J. Burger, formerly of the Institutional Road gang out of Morristown, sends a letter to the staff of your favorite paper to say, "I thought it was about time for me to express my appreciation for THE HIGHWAY which I have received every month. Will you kindly change my address to read:

Harding Field, Baton Rouge (5), La., as the paper is now being addressed to me at a former station.

"I have been away from the Department for nearly four years so you can appreciate how welcome the paper is received. It really keeps me up with the goings on in the Department.

"Let's hope this war will soon be over so that we can all once again assume our natural way of living. Best regards to all."

### In France



SGT. E. L. BOLDT

Staff Sgt. Everard L. Boldt of the Montclair Office is now serving in France with the 61st Combat Engr. Bn. No word has been received from him since entering that theatre of war, but shortly before leaving England Eddie wrote, "We have been traveling around a good deal, seldom remaining in one spot over three months. In this way I have seen a lot of the country over there. They could use our Highway Department."

"Most of the roads are black top, in good repair, but very narrow and winding. The policy seems to be to detour around every obstacle. The results are scenic but far from efficient."

"I manage to keep in touch with things more or less, thanks to THE HIGHWAY and I gather that Major Braybrooke is having himself a time in Africa. . . I would like to hear from any who care to write."

S/Sgt. E. L. Boldt 32259898  
Hq. Co. 61 Engr. Combat Bn  
A.P.O. 230 c/o Postmaster,  
New York.

Emile Benoist, S 1/c, writes to Commissioner Miller from England to say, "Several months ago I received a letter from you granting

me a Military Leave from the Highway Department. I wish to thank you for the sentiments expressed.

"After completing 25 years with the Department, I felt that I couldn't stay out of this war any longer and so joined my 17 year old son in the Navy. I am indeed proud to be among the many Highwaymen doing this job and when it is over on this side and we have helped our mates finish up in the Pacific, I shall be proud to be back with you as you so finely wished in your letter."

Before entering the service Benoist was assigned to the Flemington office of Survey and Plans. His present address is:

U.S.S. L.S.T. 379  
Fleet Post Office  
New York City.

Supervisor Don Henderson of the Electrical Division forwards the following letter from Jerry Innaccone, former bridge tender:

"Well here we are in sunny California. We came across the country in four days and in doing so crossed twelve states and Ontario, Canada.

"Please notify THE HIGHWAY of my change of address as I don't want it to get lost in coming to me. I don't think we are going to be here very long. The very near future should see us embarked on another mission. Best regards to all and I hope that we will be working together again soon."

Jerry has already seen plenty of action with the Sea Bees in the North African and Sicilian campaigns and on one occasion was aboard a ship that was torpedoed. Among other thrills he has experienced enemy bombings on several occasions. His new address is:

Jerry Innaccone, E. M. 1/C  
70 Naval Const. Bn.  
Co. D, Camp Parks,  
California.

### Welcomes The Highway

1st Lieut. Ciro P. Mastronardy, a former member of the late William Hagin's maintenance crew, now under the direction of Foreman James Laing, is a recent correspondent. Jerry, as he is known to his friends, is in the South Pacific at the present time and looks forward to word from home. He says, "I wish to acknowledge receipt of THE HIGHWAY and convey my sincere appreciation and thanks."

"I receive it every month and it certainly helps to bring me back to my days with the Highway Department. Pictures of familiar faces and news about those I know help refresh this memory."

"It is a consolation to see the manner in which the Civil Service Commission is looking after the interests of those in the service."

"I have been in New Caledonia and on Guadalcanal and am now on another island which we still share with some rather docile Japs. They are like a condemned lot of rats which are slowly being exterminated."

Jerry's address is:

1st Lieut. Ciro P. Mastronardy  
251st AAA Group  
A.P.O. 706 c/o Postmaster,  
San Francisco, Calif.

### Congratulations

1st Lieut. Joseph J. DePuglio, formerly of Harry Robbins' Southern Construction Division office, announces his marriage in a recent letter to E. J. Davison. Another item mentioned was his promotion from 2nd Lieut. to his present rank, on June 27th. To quote Joe, "I married Miss Lillian Rankin from good old Lexington, Ky. . . I have been going with her since I received my commission."

"Around the first of the month I was sent to specialization school at Maxwell Field, Ala., and upon the completion of the course will return to Willow Run, I hope."

"Please remember me to all my friends. I sure would like to write to all of them but really I don't have the time."

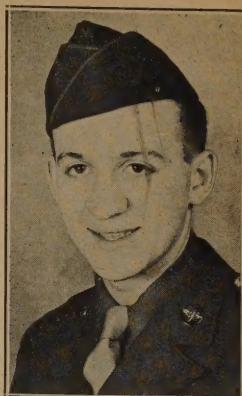
Joe's address is:

J. J. DePuglio, 1st Lieut. A.C.  
422 S. Court St.  
Montgomery, Ala.

## Quotation for September

"A man should never be ashamed to own he has been in the wrong, which is but saying, in other words, that he is wiser today than he was yesterday." —Swift.

## Waist Gunner



JERRY GUADAGNO

Pfc. Jerry Guadagno, former Administration Division employee, was a recent visitor to the Trenton offices where he renewed many old acquaintances. Jerry is now a waist gunner on a flying fortress and has completed combat training.

Your M. C.  
presents—  
**THE LADIES...**  
Bless Them

Not to be outdone by the various male members of the Highway who are participating in the Coast Guard Reserve, Florence Millerick is now officially representing the female of the species. She was sworn in as Seaman First Class on September 13th at the Philadelphia headquarters, having served her one month probationary period. Her first duties included the checking of folders among which were those of Lew Hall, Construction Division, and Gerry Cahill, Maintenance Division. Upon seeing those names, Flo might very well have echoed the words of Bob Hope, "I never left home."

Mary Sheridan's new residence on Fetter Avenue, Colonial Manor, is keeping her busy but happy these days.

We are sorry to learn that Winnie Brady's absence is due to an attack of appendicitis. It has not been determined as yet whether she must undergo an operation. We sincerely hope that whatever the case, Winnie has a speedy recovery.

Viola Gallagher, who has added the feminine touch to the paymasters' office for well nigh a year now, appreciates the courteous manner in which she is addressed, but would have no objection to being called "Viola." Well, sir?

A few of the boys and girls got together for a doggie roast recently at Sullivan's Grove, Washington Crossing. Elsie Taylor made a charming hostess assisted by Ruth Barbour, Mary Sheridan, Alice Carrell, Miriam Devlin and Helen Tallon. Quite a lot of difficulty was experienced trying to get the fire started. By the time the girls arrived, Vince Lanigan and Dick Bennett were huffing and puffing; then Bill Fitzgerald, Chuck Engenach and Chet Anderson added their weight and a blaze was roaring in no time. The girls tell us that Jerry Osborn acted as master of ceremonies and his valedictory address was priceless!

The latest addition to the Auditing and Accounting Bureau is Madeline Kiernan, Clerk-Stenographer. Welcome to the Department, Madeline.

Late vacationists were Ruth Barbour, Mildred Friedman, Marion O'Hara, Ella Moore, Helen Diabrow, Katherine Laughry and LaRaine Birch.

Our tennis season was brought to an abrupt close when the "M" in your "M.C." received a nasty sprain returning one of Flo Millerick's swift serves. Along with Ruthie Moran, we had been enjoying the use of Elgin Mayer's lovely court.

'Bye now.



## Construction Comments

Fred C. Claus

### Newark

Sgt. Stephen G. Link, Newark Office, is now located at Fort Lewis, Washington. While we were broiling here in Jersey, George was instructing the boys in Fire Fighting within sight of Mt. Rainier, where it was plenty cold.

Charlie M. Stenson, now a First Lieutenant, has left the Infantry Training Center and has been assigned to one of the Chinese Armies in the field. He says the monsoon is really wet.

The lecture last month at the Newark Building by Gilmore Clark Associates on how to locate and design parkways was both interesting and instructive.

Vernon Ditting returned recently to the Newark Office, Survey and Plans, after about a year's service with the Alcan Highway.

Peter Borton, a navy man in the thick of things at Saipan for 23 days, was cited for heroism in risking his life helping the wounded on the island. He is the son of Carl Borton, Newark Office, Survey and Plans.

### Woodlynne

The Soil Mechanics Course given by Princeton University for this section of the State just recently completed at Camden High School was enjoyed by all with practically 100% attendance. Our thanks and appreciation to those who made it possible to bring this course to Camden and also to those who gave it.

Several months ago George Pratley, who has been with the Department 26 years, passed out cigars as a grandfather for the second time. This item was overlooked at the time, but better late than never, George.

Do the men on the retired list receive a copy of THE HIGHWAY, and if not, why not? Mr. Morris Grimes, one of our retired Engineers, receives one mailed from this office each month. He is still interested in the Department and recently wrote to us for the names and addresses of the boys in the service from this office so that he may write to them in his leisure moments, which we feel is a very splendid thought on his part.

A promotion to Chief Warrant Officer for one of our SeaBees has been made recently. His new address is John J. Timmons, C. W. O., 415 S. Arcac Drive, Ventura, California.

### Trenton

A letter recently received from Ollie Doll from somewhere in France reads in part as follows: "One of my problems right now is one of my Master Sergeants is out of snuff and he can't fight a war without it. So, here's a request to show the postmaster: 'Please send me as much "Copenhagen" snuff as they'll allow you to send in one package.'" Thirty-two tins of Copenhagen snuff have been sent, which should eliminate the problem for some time to come. Ollie also writes: "I receive THE HIGHWAY every month. It sure is damn interesting just to roll over the sound of familiar names in print." He also mentioned that he has been a company commander for six months, involving responsibilities that would have scared hell out of him at one time.

### Upper Montclair

Captain Ronald Crawford received a royal welcome on his recent visit to the Upper Montclair Office. He has been with the U. S. Corps of Engineers for the past thirty months and was located in New Caledonia most of the time. Ronnie, having spent some time on Guadalcanal, was able to give us a few sidelights on the war in the Pacific. He reported to the Army Redistribution Center at Atlantic City and, we hope, will soon let us know his new station. Good luck, Ronnie!

Jack Whitehead and family had the good fortune to pick the height of the August heat wave for their vacation at Beach Haven. Jack, being a sailing, fishing and camera

## MEET THE GANG



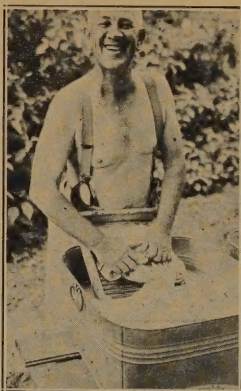
enthusiast, had ample opportunity to enjoy all hobbies.

John Matchett vacationed at Cousins Island, Maine, where his family had been for the month of August. We always look forward to tall tales of big fish from John.

M. L. Ritchie, after a year's exile in Newark, has located in Hillsdale and returned to Bergen County. Could it be that a yearning for your old job as pilot of the Bergen County Express prompted the return, Mike?

J. S. Neville is making good use of his vacation by painting his house. Make it a good job, Sid!

A. C. Lincoln is recuperating from a recent serious operation. A speedy recovery is our wish, Abe.



CHARLES TURNER

Charlie Turner, retired Highway Inspector, stopped in to say hello on the first of August. Charlie is north for a visit with his daughter after spending the cool months in St. Petersburg. No more cold northern winters for him, says he. We are glad to see his jovial smile as he tends to his chores.

Larry Kavanaugh and John Lincoln spent their vacation in Sussex County.

Service address changes:  
Cpl. Norman Schaja 42011682  
Co. A, Class 43  
S.M.D.T. W.B.G.H.  
El Paso, Texas.

T/S R. H. Callahan 32063336  
H. Q. Btry. 215 F.A. En.  
A.P.O. 5902  
c/o Postmaster, New York, N. Y.

Back the Attack —  
BUY  
WAR BONDS

This month the field and office men of the Woodlynne Office of Survey and Plans make their bow to Highwaymen everywhere. This group, under the capable direction of Harry Marvin, are responsible for the plan and survey work carried on in South Jersey.

Reading from left to right in the front row are: George Pratley, Carl Hartman, Harry Marvin, Wm. J. Hurley and Norman Rigor; second row: Robert Mountford, John Eyre, Walter Reeves, Abe Eisenberg, and standing is M. P. McDole; third row: sitting on coping James Fitzgerald, Edward Brewer, E. L. Kapel, Earl R. Hagy, Raymond Weatherby; fourth row: Paul Tusing, John Gerecke and Howard Menk; fifth row: Carl Sanborn, Herbert Richter, Geo. W. Edwards, Wilson Sharpe, Frank Shoemaker, Thomas P. Pierce; Geo. Ellis and Sam Johnson not present.

A brief close-up of these men reveals that George Pratley's chief hobby is his grandchildren and seeing that his job is well inspected. His 26 years with the Department make him the second oldest man in point of service in this group.

Carl Hartman (Highway Inspector), who gets more enjoyment from his pipe than he would from a fifty cent cigar, has been with us for 16 years.

Harry Marvin (Asst. Engr. of Survey and Plans) and in charge of this office and its field force, is making a desperate effort to stage a comeback as a plow jockey and annually dreads the approach of St. Valentine's Day. He has seen 25 years service with the Highway.

Bill Hurley (Sr. Draftsman) spends his spare time as chief chauffeur and vice president of the N. Merchantville Fire Co. During his 19 years with the Department he has added quite a few pounds to his waist line.

Norman Rigor (Sr. Civil Engr.), another 19 year man, is known for his superb impersonation of the Chaplin walk and his decided political leanings. The coming election supplies him with plenty of ammunition for noon-hour discussions.

Robert Mountford (Asst. Sr. Civil Engr.), after 24 years service, is considered an authority on Right-of-Way and does most of his arguing with himself. Experience has shown this to be a system that never admits of defeat.

John G. Eyre (Sr. Civil Engr.), better known as "the Admiral," is the best dressed chief-of-party in this office and one whom the Woodlynne boys will back against those from other sections of the State.

Walter Reeves (Hwy. Inspector), the councilman from Woodstown, has 13 years with the Department and a world of experience in swamp borigs.

Abe Eisenberg (Hwy. Inspector), one of the younger men in point of service, has been with us for 4 years, is an ardent angler, but one who would lay aside the rod at the mere prospect of a political argument.

M. P. McDole (Res. Engr.), a member of the Coast Guard Aux., and one of its more enthusiastic "salesmen" is known as the "river commando." His ancestral accounts have had South Jersey in a dither for the 23 years he has been in the Department.

James Fitzgerald (Hwy. Inspector), the original sphinx, who is as efficient as he is quiet, came to the Highway 22 years ago. Ed Brewer (Jr. Engr.), quickly named "The Green Hornet" in apropos of the manner he buzzes up from Blackwood every day, has rounded out his first year with the Department.

E. L. Kapel (Designing Draftsman), variously called Mannie and Kap, whose chief hobby seems to be his lodge activities, although one might add such minor ones as sun-bathing at Atlantic City and an occasional fishing trip — has been on hand for 20 years.

Earl R. Hagy (Sr. Civil Engr.), agrees that his chief hobby is griping and doffs his cap in this respect only to Willis Osborne, a former associate now in the Trenton Office. Earl has been placing thumb tacks on drafting stools for 15 years now.

Raymond Weatherby (Sr. Civil Engr.), is an intrepid huntsman who hopes to live long enough to bring home a deer. This State Guardsman has been employed by the Department for 17 years.

Paul Tusing (Jr. Inspector), the office Beau Brummel, seems to make a hobby of keeping his car looking as sharp as he does. He looks back on ten years employment.

John Gerecke (Res. Engr.), is a world traveler whose sojourns in many far off places have enabled him to vividly describe many places now prominent in the war news. Twenty-two years with the Highway is John's record.

Howard Menk (Sr. Draftsman), 17 years' employment qualify him as an expert on earthwork. He is affectionally referred to as the "surrey with the fringe on top."

Carl Sanborn, Hwy. Inspector, has a hobby of collecting anything and everything in the way of junk. At least that is the way his collections are tabbed by fellow workers. He has been in the service for 19 years.

Herbert Richter (Jr. Inspector), known as Bert, and a real gentleman as well as a retired naval lieutenant, rounding out 6 years with us.

George W. Edwards (Asst. Civil Engr.), whose middle initial stands for Washington, is the boy tenor of the office as well as its most enthusiastic Grange member. For 18 years he has taken the opposite side of any argument.

Wilson Sharpe (Hwy. Inspector), the No. 1 inspector of the office, his hobby seems to be "live to eat, and eat to live." Secretary of Hadonfield Exchange Club — twenty years in the Department.

Frank I. Shoemaker (Res. Engr.), a hero of World War 1 and a man who will turn out seeds of cross section in a day if left to himself.

## PLANNING SURVEY

JOHN CHRISTIANO

The annual loadometer survey for the purpose of obtaining comparative traffic volumes, truck weights, and other miscellaneous data took place the week of August 7th to 11th. Two parties equipped with everything except mosquito netting (which they needed most) set out—one for North Jersey headed by Eddie Strack, the other for South Jersey piloted by Joe Natale. Daily 8-hour schedules had been set up for the 10 key stations, some from 6 a. m. to 2 p. m., and others from 2 p. m. to 10 p. m. The general idea is to weigh as many trucks as possible within the 8-hour period and the results indicate the boys in both parties really went to town. The South Jersey boys were honored on one day by a visit from Mr. Johannesson accompanied by our own Commissioner Miller. Thanks for the visit, Commissioner. We like to see you as often as you can spare the time. At present the boys are back in the office tabulating the collected information, which is quite a job in itself. Here are a few of the highlights of the survey:

Jim Edwards asking Natale whether "He knew the 'fashion plate' of the same name"—Natale, dressed in G. I. pants, old shoes, and tan polo shirt, grinning back "that's me."

Mike Vericola making the quickest exit ever seen from the hotel lobby, when a slightly inebriated young lady came along and patted him on the cheek. We thought only scared rabbits could move THAT fast.

Which reminds us that Mike was so tired after the day at Pennsauken at the thought of bending over 274 times that we didn't have the heart to tell him it was actually twice that number. If it weren't for your appetite, Mike, you would be sporting a 32 waist after that week.

We are all glad to have Hervey (Apple) Doane back with us after a three months' leave of absence due to illness. Living among the holly-hocks and gladioli certainly puts him in fine shape. Were it not for his being slightly over 26, Hervey would certainly be 1-A in the Army.

Charles Freeman is on his vacation. Charley, by the way, is an old time semi-pro baseball promoter. We suspect that he will devote a good deal of the next couple weeks on the baseball diamond.

Johnny Annucci, who was vacationing at Keansburg, sent the office a letter with a photo of the most beautiful girl one ever laid their eyes on. In fact, this writer suspects that she is the Miss America of 1943. Johnny said they did lots of dancing and swimming together, which reminds us of an experience he had in World War I.

## German Prisoners

(Continued from Page 1)

tion upon learning that we were an artillery observation party.

"About all I can add is that I'll never forget the incident and hope that in the future our infantry keeps close behind us. And before I forget to tell you . . . not a single shot was fired."

Goodwin was a Senior Draftsman with the Highway Department prior to entering the Army and looks forward to returning when the war is over—judging by his closing remarks, "I am very anxious to get back under the new lighting system you have at the office, or better yet, out on the road again."

Twenty-two years with the Highway have made him an expert.

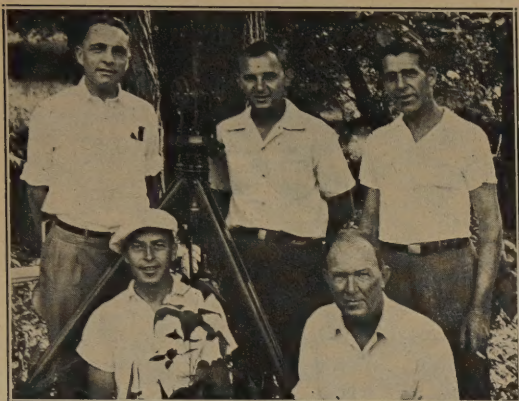
T. P. Pierce (Asst. Civil Engr.), another lodge enthusiast, also indulges in tennis, softball and quilts—an exponent of the theory that the one who shouts loudest and loudest wins any debate—twenty years with the Department.

George Ellis (Jr. Hwy. Inspector), or Uncle George, as he is called by the fellows, is a former New York policeman whose hobby is following boxing and baseball. His employment dates back 18 years.

Sam Johnson (Highway Inspector), makes a hobby of gardening. His Vincetown garden is his pride and joy. His 27 years employment make him the real veteran of the Woodlynne organization.



## WORKING ON POST WAR ALIGNMENTS



This survey party, working out of the Flemington Office, is working on the Yardville by-pass in preparation of work vitally needed in the days after the war. In case you don't know these men, they are, left to right, kneeling: William Hall, Jr. Hwy. Insp.; Oliver Carson, Hwy Insp.; standing: Arthur Hancock, Asst. C. E. (chief of party), Frank Schmidt, Asst. C. E.; William Baker, Hwy. Insp.

The Yardville by-pass is part of the general realignment and dualization of Route 25 between Bordentown and Robbinsville, and when completed will eliminate three dangerous intersections which now constitute traffic hazards at Yardville.

## Ahr Races Stork To Photo Finish

Charles P. Ahr, S/K 3c of the Sea Bees, sat watching the extra innings of a soft ball game at the Norfolk Navy Yard recently. It was already past the time when he should have returned to his duties, but the excitement of the contest was such that he found it difficult to tear himself away.

About that time the loud speaker system blared forth with the announcement, "Charles P. Ahr wanted immediately by the commanding officer." Although Charlie had looked forward to such a summons, he felt that it would not be for some weeks yet. However, he was well on his way to the C. O. before the announcement was completed.

Upon receiving a three day leave Charlie grabbed a few clothes and started his mad rush for Trenton. His first destination was the Cape Charles ferry which he managed to reach through some fancy sprinting, a mad dash in a taxi and the fact that the boat was half a minute late in leaving the dock. As it was, he just managed

to jump aboard as the gangplank was being raised. That was at 8:00 p. m. Had he missed the boat, he was stuck until 10 a. m. the following morning.

From there on his trip was more or less uneventful, and, needless to say, Charlie reached Trenton on schedule, although somewhat on edge at the time due to the fact that he and Mrs. Alice Ahr are now the proud parents of Charles Jonathan Ahr, who was born Sept. 8th. All three are doing nicely.

Before entering the Navy, Charlie was employed as Auditor for the Construction Division. In this capacity he took the place of Benjamin Stokes, who is now serving as a captain of the Army.

## Suggestion System

(Continued from Page 1)

(2), E. V. Connett, Harry Fowler, (2), Harold J. Laing, J. A. Whitehead, Armond Innocenzi, Elwell Clugston, Robert C. Ordish, A. J. Lichtenberg, William Skillman, Richard Glasgow (2), Frederick M. Quinn, Chas. S. Fearnley, Dolores N. Sica, Benjamin Cleave, Halbert E. Phillips, Geo. C. Jorgensen, Fred C. Claus, W. A. Johnson, Allen C. Ely, Charles B. Stecker, Frank A. Schroeder, C. H. Weller, Anne G. Spector, Ernest J. Birch and Robert S. Green.

## ADMINISTRATION DIVISION

—ARTHUR EGAN—

An amusing story comes from Marvin Howell's son, Captain Welling Howell, down in New Guinea. Upon seeing a native with a white chicken, Captain Howell decided that this was a chance to have a fresh egg for breakfast. After much bartering, the chicken was purchased for slightly over eight dollars. For some time he had a white egg each morning. Then one of the boys offered a speckled hen for half the price of the white chicken. With an opportunity for two eggs for breakfast, the speckled hen was quickly purchased and put in the pen. Still each morning he was getting but one white egg. Puzzled about the speckled egg, an investigation of the pen disclosed only a speckled hen there. Closer examination revealed the speckled hen to be the white hen with its feathers colored and resold to him. He later learned that had he not made the discovery, the boys planned to dye the chicken another color and to sell it to him again. When he called his class in Chemical Warfare to order the next day, his first question was: "When is a white chicken not a white chicken?"

Charlie Kuhn and Mrs. Kuhn have received word that their son, Lt. Charles Kuhn, has been wounded in action in France. Lt. Kuhn was wounded in the foot and leg. The extent of the wounds are not known. He was with General Patton's 3rd Army when struck by shrapnel. He is now at a hospital in England and we wish him a speedy recovery.

We neglected to list Byron Beans among the Administration Division blood donors who have

donated four times or more. Byron has given seven pints of blood and certainly is deserving of recognition.

CHATTER: E. V. Connett has returned from a vacation spent with his family on Long Island . . . Marine Cpl. Neil Kennedy has returned to the South Pacific. Neil was a member of the Marine force that fought the Japs on Bougainville . . . Sol Bonfanti has also been sent out of the country and by now probably is on foreign soil . . . Bill Ward vacationed at Hyannis, Cape Cod . . . Welcome to Bob Fleming, who recently was added to Ernie Birch's File Room staff . . . Illness confined Paul Crammer to his home for several days. We are pleased to report that he has completely recovered and is back at his desk . . . Sgt. Jack Maley, somewhere in France, sends John Egan a Nazi poster signed by Adolph Hitler . . . Leah Jaekel of Lee Grover's staff is reported as being on the sick list . . . Frank Dunn attended the Williams-Angott fight in Phila . . . With the bowling season getting under way, Frank Matzer has been chosen captain of the Administration Team. If anyone in the Division is interested in bowling with the team, the services of two bowlers are needed. Except for Tony Kuhn's withdrawal this season, the team personnel remains the same. The boys received some very nice medals as prizes last season . . . Marvin Reilly, Mrs. Reilly and daughter vacationed at Wildwood . . . Clyde Case and family have returned after a vacation at their Gilford Park summer home . . . Harry Hill is finishing his farm work for this season.

## Maintenance Notes

—GENE BECKNER—

A new Veterans of Foreign Wars Post organized recently in New Brunswick was named the Clark-Moetz Post in honor of Lt. Francis Clark, of North Brunswick Township, and Seaman First Class George M. Moetz. The latter was the son of Fred A. Moetz, a member of the maintenance crew now under the supervision of Foreman Joseph Smith. George went down on the U.S.S. Juneau with the Sullivan brothers. With his father, we take pride in this tribute which has been paid to him.

It is a pleasure to welcome Jimmy Walter back into the fold. Jimmy returned to his drafting duties at the Trenton Office late in August after receiving treatment at the famous Mayo Clinic in Rochester, Minn., for a period of over a year. He has returned minus several hundred pounds avoirdupois and while not yet a sylph, the strict diet which he follows is bound to have the desired result.

Our sympathy is extended to Bill Tindall, of Foreman Joseph Vizzini's Institutional Road Crew, whose wife, Sarah, died September 6th.

A recent Trenton visitor was Lt. Bill Rackowski, U.S.A., formerly of the Trenton office. Bill was home on furlough from his new assignment somewhere deep in the heart of Texas. Unfortunately, his exact whereabouts were not reported, but we'll try to remedy that in an early issue.

Harry Williams, who assists Tony Russo up in the Fernwood Nursery, is convalescing from an operation. It is reported that he is progressing nicely, and we hope to see him back to work soon.

Foreman Augie Newman returned to work recently following a long illness.

Two veteran employees, Albert Corbely, of Keansburg, and Melvin Parsells, of Pleasantville, died during the past month. Al was a

## PROJECTS PARAGRAPHS

—E. L. MEYER—

Captain John F. McGarry sent a V-mail letter to Bob MacMullin saying that he is now working on the Burma Road. He says that the Highway Blue Book (Specifications), would not be acceptable at all as the coolie laborers always do things their own way.

The new address is: Capt. John F. McGarry, 0-305172 Burma Road Engineers A. P. O. No. 627 New York, N. Y.

Lt. Commander Paul A. Mills is a really busy fellow. Last March he managed to get a day and a half at home and he considered himself lucky. His ship made a trip to Russia and he says he now knows what a white Christmas is, having spent Christmas and New Year's in Murmansk. During that time they had nine air raids.

Since then he has helped in the invasion on D-Day and is still engaged in carrying cargoes to France.

He doesn't expect to get back to the U. S. until December.

John Houman has been working on the road again recently, substituting for Fred Homeier who has been ill for several weeks.

Room 229, our Auditing Division, is usually an industrious and businesslike office. However, a very noisy turmoil broke out there a few days ago. The personnel of all adjoining offices rushed in to see what the trouble was.

It seems that Frank Hulfisch purchased some shorts (undies to you) — beautiful bright blue stripes that could be seen six blocks away. He carefully laid the package on his desk. When returning from lunch he enthusiastically opened it to show a friend the bargain that he, a shrew buyer, had obtained.

But, alas, while he was out to lunch the shorts had grown a beautiful crop of lace around the bottoms.

## SGT. HENRY B. RENK KILLED IN ACTION

Henry S. Renk, a member of the Fernwood Guard Force, has received notice from the War Department that his son, T/Sgt. Henry B. Renk of the 119th Infantry, who had previously been listed as missing, has been killed in action during the invasion of France.

Mr. and Mrs. Renk have two other sons in the Armed Forces, Edmund C., a Parachute Rigger 1/c, now an instructor at Lakehurst, and Stanley E., an Aviation Cadet at the Advanced Navigation School in Hondo, Texas.

THE HIGHWAY extends the deepest sympathies to Mr. and Mrs. Renk on this sad occasion.

bridge carpenter under Foreman John Thompson and had worked for the Department since August, 1929. He was one of Thompson's reliable men, and his loss will not be an easy one to replace. Mr. Parsells was a member of the maintenance patrol under Paul Weiss and had worked for the Department since 1939. To their survivors we extend every sympathy.

Three employees of this Division from various sections of the State represented their respective American Legion Posts at the recent State Convention held in Atlantic City on September 7th, 8th and 9th. Charlie Fearnley attended representing the E. Dayton Oilphant Post No. 93, of Trenton; Peter Spinelli was a delegate from the Joyce Kilmer Post No. 25, of New Brunswick; and Tony Citta represented the Geo. P. Vandermeer Post No. 129, of Toms River.

## CHARLES ZWEIGLE

Charles Zweigle, Administrative Chauffeur, passed away at 136 Greenland Avenue, Ewing Township, on Saturday, September 2nd, following a long illness.

Mr. Zweigle first entered the employ of the Highway Department on August 15, 1921, and for many years drove the State Highway Engineer. More recently he had been assigned to the Fernwood Passenger-Car Garage and limited his activities to occasional driving. His length of employment with the Equipment Division qualified him as one of the real veterans of that organization.

Surviving Mr. Zweigle are his wife, Mrs. Mabel Zweigle, a daughter, Evon, and a son, Charles, Jr. To these survivors THE HIGHWAY extends deepest sympathy on behalf of the Highway Department.

## EQUIPMENT ITEMS

—JAMES O'ROURKE—

Jack Rochford of the Fernwood inspection forces has joined the list of week-end commuters to Gilford Park after recently purchasing a summer bungalow at that resort.

Sergeant Stewart Long visited Fernwood while on a 30-day leave from his station with the U. S. Army Engineers in Curacao. From the description of his work, he has spent 27 months with the latest type construction machinery and he recommends that we secure some of the machines of the type he has been using at his station if and when the War Department starts disposing of its surplus stock.

Sympathies of Fernwood are extended to Fred Edwards on the recent death of his brother, Leonard, who passed away at his home in Trenton on September 6th.

While shopping for supplies for the crew of his ship, Russ Cook, Jr., son of one of Fernwood's storekeepers, visited one of the U. S. Navy Warehouses at Plymouth, England. Who should happen to be called upon to fill his order but Russell Radice, son of Pete Radice of Fernwood. Needless to say, the Highway Department and Trenton were pretty well hashed over and the crew of young Cook's ship must admit he did very well with his supplies in Plymouth.

George Visokay writes from San Diego on his way to the Cen-

## BRIDGE BRIEFS

—A. J. LICHTENBERG—

Maurice, the son of Sam M. Rankin, was seriously wounded in action in France on June 18th and is hospitalized in England. He went over D-Day with the 29th Infantry. Sam is with the Navy stationed in Brooklyn . . . Paul Gabrenas sent in the conventional box of cigars from Cincinnati announcing the birth of a son on September 2nd . . . Geo. A. Heffernan, the only Bridge Division office employee to give blood during August or September, made it seven pints with the August 15th letting. George encourages all to visit the Red Cross Blood Bank in Trenton during the week of October 16th . . . Newsflash: Honorable Jap battleship destroyed two American torpedoes . . . Visiting employees included Chester Appleton finished with War Dept. work in Philadelphia and now farming; Jim Whitehead, who helps build "Avengers" in Trenton; and Pat McCullough, who has recovered from his recent operation and looks years younger . . . Morris Goodkind is a six-day commuter from New Brunswick, the sixth day usually being given to driving that elusive white ball about, with the help of L. C. Petersen, Fred Claus and Geo. Heffernan . . . That scratching noise we hear is the new super de luxe slide rule Sven Hedin recently received from his father-in-law . . . End of the season vacationists: W. H. Spencer at Lords Valley, Pa.; Marcel Ludasy up the Hudson Valley; Robt. Simon at beauty pagant in Atlantic City; L. C. Petersen at Portland, Me.; Mike Furry at Ocean Gate; and J. F. Evans at home catching his third dose of poison ivy . . . Vacationists remind us of a little city boy who had been in the country and was describing to another boy the big pig he had seen. "It was in a pen," he said, "and it was afraid of the little pigs! They would chase the big pig around the pen and after he fell down with exhaustion, the little pigs pounced upon the big pig and ate the buttons off his vest!" . . . What the boys' boys are doing: Stanley Simon taking pre-flight training at University of North Carolina . . . Wilbur Spencer at Samson, N. Y. Naval training station; Richard Schnorbus with the army of invasion in France . . . Health Note: To avoid that run-down feeling — Cross streets carefully.

tral Pacific area. His one remark is "Don't let anyone tell you that you don't get scared."

Joe Battista, Fernwood Mechanic, is ill at his home and, from all reports, has been ordered to take a long rest.

Several Highway employees performed valuable assistance during the recent storm that hit Trenton on September 14th. These employees, all members of the U. S. Army Ambulance Corps, reported to their various stations at the local hospitals. With electric power off, they were immediately pressed into service as stretcher bearers and ambulance attendants and assigned to the work of transporting oxygen tanks to the various floors. Other tasks that would have been extremely difficult for the regular limited personnel were also performed. Among the group were Al Rust, Bob Kreps, John Gleekman, Jake Wyckoff, Andy Vollman, Tom Borden, Homer Rodgers, Mike Lesnak and Armin Schleter.

Russ Cook, who has a summer bungalow at Harvey Cedars on Long Beach Island, is one who has a big job cut out for himself. His bungalow was torn loose from its foundation and deposited over against the one next door. The one on the other side was deposited right on top of Russ Cook's bungalow in sections. His week-ends will be taken up for some time to come.